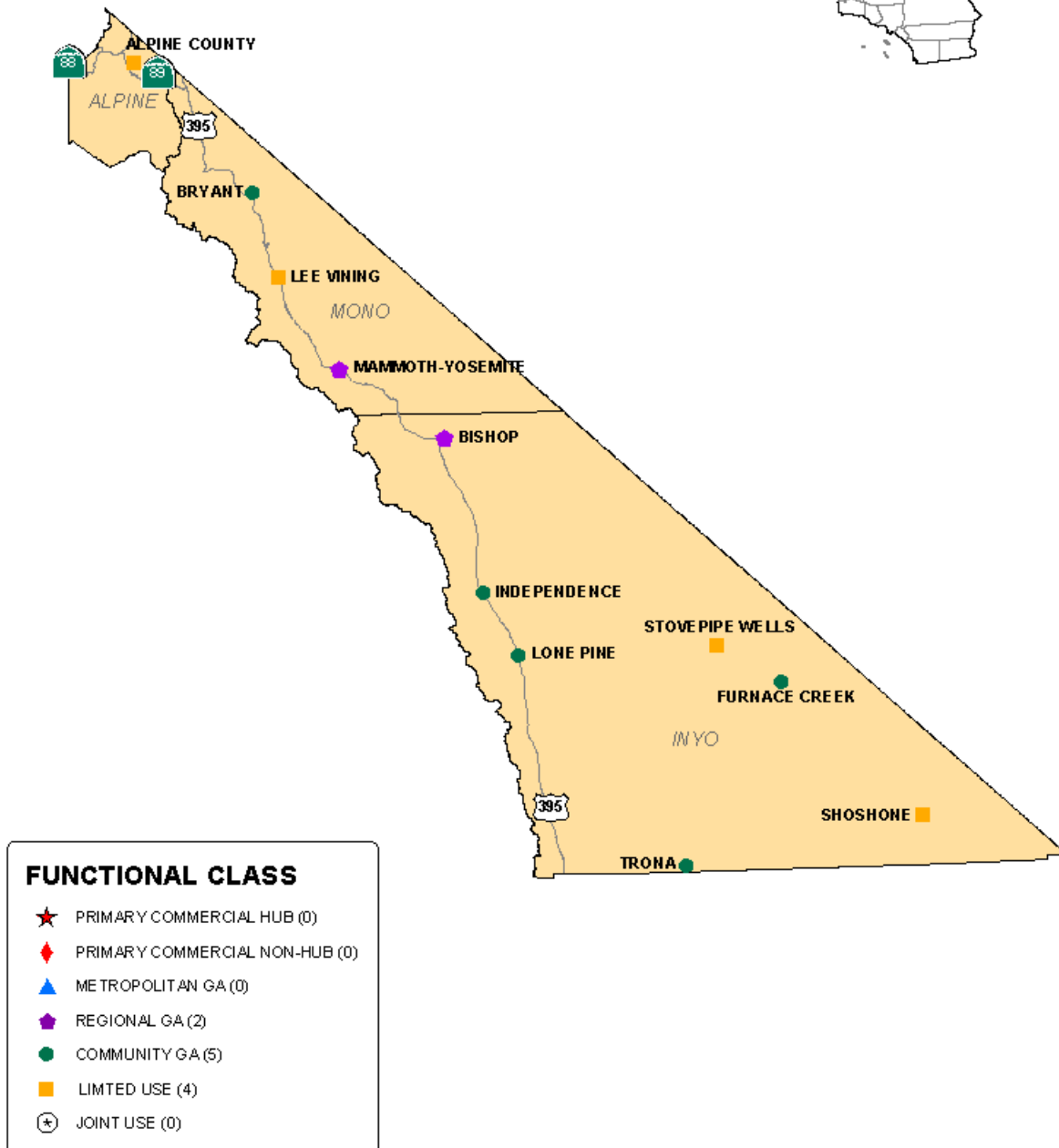


California Aviation System Plan: Region 7 Public Use Airports

EAST SIERRA



East Sierra Region

The East Sierra Region is located in the eastern central portion of California east of the Sierra Nevada Mountain Range. Each county within this region functions as its own Regional Transportation Planning Agency. The three counties in this region are:

Alpine

Mono

Inyo

Regional Overview

The 1999 *Forecast Element* of the California Aviation System Plan (CASP) estimated there were 32,500 residents within this region in 2000. By 2020, the population is estimated to increase by approximately 21.1% to 39,400 people. The East Sierra CASP Region is by far the least populated in the state, and also has the slowest projected rate of growth.

There are a total of 11 public-use airports in the region. There are currently no airports in this region with scheduled passenger service. The 1999 *CASP Forecast Element* stated there were 174 based aircraft and 70,925 general aviation (GA) annual aircraft operations within the region. By 2015, these figures are estimated to increase by 13.2% (to 197 based aircraft) and 11.5% (to 79,048 annual GA operations) respectively.

Airport Comparison by Functional Classification Category

Primary Commercial Service Hub Airports

There are no Primary Commercial Service Hub airports in this region. The closest one is Fresno Yosemite, though Reno-Tahoe and Las Vegas-McCarran airports in Nevada are utilized by the region's residents to access the commercial air transportation system. Refer to Section II for a discussion of all California Primary Commercial Service Hub airports.

Primary Commercial Service Non-Hub and Commercial service Airports

There are no Primary Commercial Service Non-Hub or Commercial Service airports in the East Sierra Region.

Metropolitan General Aviation Airports

There are no Metropolitan General Aviation airports in the East Sierra Region.

Regional General Aviation Airports

Mammoth Lakes and Bishop are the only Regional General Aviation airports in the region. Both would need significant runway extensions to meet this classification's minimum standards. As there are no Primary Commercial Service (hub or non-hub), Commercial Service, or Metropolitan GA airports in this geographically rugged and isolated region, upgrading these facilities is considered a priority. To meet the minimum standards for a Primary Commercial Service Non-Hub Airport, both airports will require runway widening and precision instrument approach procedures in addition to the aforementioned runway extensions. As the airports are in such close proximity to each other, upgrading both would provide redundancy as well as adequate capacity. Mammoth Lakes has a runway extension planned, though that project is currently on hold. If the proposed extension leads to the development of commercial air service at that airport, the upgrades to Bishop will enable that airport to provide excess capacity and redundancy should weather or technical difficulties interrupt air service at Mammoth Lakes. Otherwise, upgrades to Bishop will provide the region and the state system improved access and mobility. As the identified runway extensions may not prove feasible, deferring to the planned runway lengths in each airport's Airport Master Plan is reasonable.

Community General Aviation Airports

There are five Community General Aviation airports in the East Sierra region: Bryant Field, Furnace Creek, Independence, Lone Pine, and Trona airports. In order to meet Community General Aviation airport standards, all airports in this classification need longer and wider runways, visual approach slope indicator equipment, and instrument approach procedures. All but Lone Pine are in need of 24-hour on-field weather services as well. Of these, Trona and Lone Pine are identified as being the closest to meeting this classification's minimum standards. Additionally, they are located in areas in the region lacking similar capabilities. For similar reasons, Bryant Airport is also a candidate for upgrading, but the identified runway extension may not be feasible owing to terrain or practical due to the proximity of Mammoth Yosemite and Minden (Nevada) airports. Upgrades to Independence and Furnace Creek airports are also desirable, though Furnace Creek, since it is owned by a federal agency, is not eligible for the state's CAAP funding.

Limited Use Airports

The remaining four airports are Limited Use airports: Alpine County, Lee Vining, Shoshone, and Stovepipe Wells. All but Stovepipe Wells need longer and wider runways to meet Limited Use airport minimum standards, and the pavement condition at Stovepipe Wells is questionable. Projects to bring Shoshone up to Limited Use airport minimum standards are desirable. Even wider runways along with Non-precision instrument approach procedures, visual approach slope indicator equipment, and fuel availability would bring both Alpine County and Lee Vining up to Community General Aviation airport standards. Add in longer runway extensions and 24-hour on-field weather services and both could meet Regional General Aviation airport minimums. Stovepipe Wells, a federally owned facility not listed in the FAA NPIAS, is not eligible for either FAA AIP or the state's CAAP funding.

Enhancement Need Prioritization

The airports below are considered the region's highest priority facilities in terms of system capacity and safety enhancement. Enhancement to the following airports would improve the regional and state system capacity and safety, and perhaps make them worthy of reclassification:

- Lone Pine
- Bryant
- Trona
- Mammoth Lakes
- Bishop
- Alpine County
- Lee Vining

All Non-NPIAS airports are also worthy of extra consideration at the state level since they are not eligible for federal funding.

Table 9

REGION 7 EAST SIERRA - Enhancement Needs and Estimated Costs										Total Estimated Costs For All Regional Projects: \$7.03 Million					
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR
BISHOP	9000	7498	\$530,000	GOOD		100		VASI		100LLA		70000	YES		GPS
MAMMOTH YOSEMITE	11000	7000	\$1,400,000	GOOD		100		PAPI		100LLA		30000	YES		GPS
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL or 80		12500	YES		GPS/VOR
BRYANT FIELD	8200	4239	TBD-Land	GOOD		60	\$220,000	NONE	60000	100LL80		30000	NONE	\$100,000	NONE
FURNACE CREEK	3700	3065	\$170,000	FAIR		70	\$50,000	NONE	60000	100LL		4000	NONE	\$100,000	NONE
INDEPENDENCE	5600	3722	\$49,000	GOOD		60	\$200,000	NONE	60000	NONE	100000	20000	NONE	\$100,000	NONE
LONE PINE	5600	4000	\$420,000	GOOD		60	\$210,000	NONE	60000	100LLA		8000	YES		NONE
TRONA	4400	4310	\$20,000	POOR	910000	60	\$230,000	NONE	60000	NONE	100000	Unknown	NONE	\$100,000	NONE
LIMITED USE				FAIR		60		NONE		100LL or 80		12500	NONE		NONE
ALPINE COUNTY	5300	4440	\$180,000	FAIR		50	\$160,000	NONE		NONE		12000	NONE		NONE
LEE VINING	6000	4090	\$400,000	GOOD		50	\$140,000	NONE		NONE		30000	NONE		NONE
SHOSHONE	3100	2380	\$150,000	FAIR		30	\$250,000	NONE		NONE		Unknown	NONE		NONE
STOVEPIPE WELLS	2500	3260		FAIR		65		NONE		NONE		Unknown	NONE		NONE
Estimated Regional Cost Totals (by project type)			\$3,760,000		\$910,000		\$1,460,000		\$300,000		\$200,000			\$400,000	
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															